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NEW-YORK, FRIDAY, AUGUST 17, 1888.

THE PARNELL CONTROVERSY ATTITUDE OF "THE TIMES" TOWARD THE

COMMISSION AND THE LAWSUIT. MR. GLADSTONE ON MR. DILLON'S IMPRISON-MENT-KITE-FLYING BY CANON MACCOLL -THE RAILROAD RACES-INTEREST IN

THE PHONOGRAPH - NEWSPAPER TOPICS IN THE SILLY BEASON.

Copyright; 1888: By The New-York Tribune. ion, Aug. 16.-The Parnell controversy still polds the foremost place in the public mind. Hardly a day passes that does not bring out some new fact or new movement on one side or the other. The first meeting of the three judges who compose the Parnell Commission took place yesterday. It was purely formal and resulted in a purely formal notice being sent by the judges to Mr. Lewis, who represents Mr. Parnell, and to Mr. Soames, who is solicitor for "The Times." September 17 is fixed for applications with reference to the trial, and October 16 for opening the inquiry. It is understood that many vital questions will come up on September 17. Any application by any party entitled to be heard may then be made.

That is broad enough to cover all questions of pro-

"The Times," which announced yesterday that it intended to refrain from further comments, is silent to-day. The other journals of both parties put no such restraint on themselves, but write as freely as if the judicial proceedings had not in effect begun. More interesting, however, is " The Times's" comment of yesterday on Mr. Parnell's scotch action. We did not propose the Commission, says that journal in substance, but we have accepted it, and since the tribunal has been constituted by the authority of Parliament, it has become, in our view, morally, if not legally, impossible to carry the case, or some specially selected parts of the case, elsewhere. We shall defend ourselves in Scotland, but it is before the Commission that we have to make good our charges. The plain meaning of this is that "The Times" intends to set up technical and dilatory defences in Scotland, and get its whole case before the Commission as speedily as possible. Doubt is now raised as to whether a Scottish court has jurisdiction. It can only acquire jurisdiction, it is said, if one of the parties to the suit has property in Scotland. The newspaper agents who were served with the process were served on the theory that they must be indebted to Mr. Walter for papers sold; but it is alleged that all papers are

Mr. Gladstone's latest letter on Mr. Dillon's imprisonment goes a step further than any previous letter or speech. "If Mr. Dillon," says the aged statesman, "broke the law, he was driven to break it by the gross misconduct of the Government and Parliament of 1886, who obstinately refused to make any provision for the undoubted incapacity of many Irish tenants to pay rent, and thereby forced into existence the Plan of Campaign, which they afterward made an excuse for cruel coercion." Translated into plain English, retort the Conservatives, that means that the laws need not be observed unless they suit Mr. Gladstone and his allies

If current gossip be correct, Mr. Gladstone is about to give another practical proof of his sympathy with the Irish leaders as well as with the Irish cause. A number of well-known Irish Members of Parliament are to be invited to Hawarden during the Parliamentary recess.

Canon MacColl has an article in the new number of "The Universal Review," advocating Home Rule for all parts of the Kingdom and reform of the House of Lords. The article deserves attention, not because the writer has much political authority of his own, but because of his personal relations with Mr. Gladstone, to whom he is entirely devoted. The Canon has, in fact, been visiting at Hawarden, and his present production hours followed. Finally an adjournment was taken looks amazingly like one of those pilot balloons which Mr. Gladstone sometimes sends up. If the current sets the right way, something more seri-

The railway race to Edinburgh goes on daily. and the papers daily report how many minutes ahead of or behind time each train arrives. The "Flying Scotchman," leaving King's Cross at 10, reached Edinburgh yesterday at 5:44, one minute before it was due. "The Flying Nor'wester," leaving Euston at 10, arrived at 5:56, four minutes ahead of time. It is reported that the truce between the East and West Coast routes seems to have been broken. The East Coast now runs in seven hours and three-quarters, and the West in eight.

Protests of various kinds appear in the papers. John Bull professes not to care whether he spends eight or nine hours between the English and Scotch capitals. One writer points out that better speed used to be made on the broad gauge of the Great Western, now abolished. Another complains of the injury to the nerves of the engineers and firemen. A leading Tory organ preaches a sermon a column long against hurrying. Stockholders are beginning to ask whether these

Mr. Edison's phonograph is exciting great interest, both in the scientific world and with the general public. Colonel Gourand, his English agent, gave a most curious exhibition of the powers of this instrument at Norwood, which the London papers report fully. There was but one opinion. The phonograph is a marvel, with a marvellous

The the telephone is for tapping telegraph by running a telephone wire parallel to the true line. This, however, may be nullified by sending cross telegrams on the same

The dull season is enlivened by various discussions in the press on topics of most various character. One journal publishes daily three or four columns of letters under the rather startling headline, "Is Marriage a Failure?" This was instantly christened free love. The correspondence has, however, called out some serious protests against Mrs. Caird's attack on marriage, which started the present sensation. Mrs. Jeune had an extremely sensible letter from an American lady signing herself "Wife of a Knickerbocker." who, writing from Trouville, declares that whatever may be true in England, marriage is a success in America, because American wives know how to manage their husbands, and the English don't.

For more sober is the topic on which Lord Carnarvon and the Archbishop of Canterbury have been corresponding. Lord Carnaryon wants the churches open on week days for private worship. The Archbishop, many other eminent prelates and other churchmen agree with him. The press has taken up this, too, and Lord Carnarvon's very taken up this, too, and Lord Carnarvon's very Madison, Wis., Aug. 16.—The annual convention of sensible and judicious letter is strongly approved.

HANLAN'S SON BURNED TO DEATH. Toronto, Aug. 16 .- Edward Hanlan, jr., the young son of Hanlan, the oarsman, while playing with matches last night, set fire to his clothing and was

DISORDER IN THE WAKE OF BOULANGER. Paris, Aug. 16.-General Boulanger arrived at Doullens from Amiens last evening. He was greeted with cheers by his supporters and with hisses by his opponents. Blots occurred between the two factions and troops were compelled to occupy various places in

tery would not allow them to ge in with General Boulan-ger, and he was compelled to enter alone. Upon leav-ing the cemetery General Boulanger addressed the crowd-which had gathered. A fight followed and gandarmes-dispersed the rioters. A large number of arrests were made.

EMPEROR WILLIAM'S PIERCE MOOD. Berlin, Aug. 16.—Emperor William attended the un-veiling of the monument erected in memory of the late Prince Frederick Charles at Frankfort to-day. The Emperor was present at a breakfast given in his honor after the unveiling and gave a toast to German unity. He said that 46,000,000 Germans would die rather than to deliver a single stone of Alsace-Lorraine to

Emperor William, replying to the speech of the the ties of fervent and faithful devotion that for centuries had bound the Prussian people to the Hohenzollerns. Emperor William I. well knew whom he selected when he conferred the command of the Third Army Corps upon Prince Frederick Charles. The genius rendered him eminently qualified to command. This is a serious time. Emperor William I., Prince Frederick Charles and other great military commanders and helpers in the creation of the Empire are no more, though they will continue to live in the memory of the German people forever. Just as the people of Brandenburg, with their iron strength and unwearled activity, wrest a livelihood from the sterile soil, so the Third Army Corps wrested victory from the enemy. The deeds which the Third Army Corps achieved they owed to the Prince. There can be no question as to the surrender of what has thus bee gained. Our eighteen army corps, our forty-six millions of people, ought rather to be left on the battlefield than to permit one stone of what has been gained to be taken. With this sentiment I drink to the welfare of my Brandenburg people."

After the unveiling of the monument, Empero William drove through the principal streets of the city and was enthusiastically cheered by the populace.
Emperor William will visit King Humbert at Rome it
October. His visit will last from October 15 to 15

THE WORLD'S CONFERENCE AT STOCKHOLM. Stockholm, Aug. 16.-The World's Conference of the Young Men's Christian Associations met this morning. first regular topic of the convention, "What does the Bible say to the young men of our day !" was opened with two carefully prepared papers by T. Herbert Tritton, of London, and the Rev. T. Roy, of Geneva. Following this was the topic, "What means are employed by the Associations for the development of their active members !" It was discussed in papers prepared by Count Bernstorff, of Berlin; D. A. Budge, of Montreal, and President Doorner, of Helland. The president then appointed the various committees of the conference, after which the Stockholm Young Men's Christian Association served luncheon at its rooms to the delegates.

At 5 o'clock a public meeting was held, at which addresses were delivered by the Rev. Mr. Haskins, of London; the Rev. Mr. Fround, of Berlin; Bishop Shonsboe, of Copenhagen, and Charles Fermaud, of

RUSSIA OPPOSED TO ITALIAN AGGRESSION. St. Petersburg, Aug. 16.-Russia joins the protest of the Porte against the Italian claims to Massowah

a bad impression with the Government, and assist the tendency of Russia to gravitate toward Berlin Two currents of opinion prevail in the press. The 'Novoe Vremya" and the "Grashdanni" see France drifting into anarchy. The "Svet," "Novosti" and ow Gazette," minimize the importance of strikes and maintain that France is not more socialistic that England and less so than Germany. France, therefore, they think, still offers the greatest advan-

The " Moscow Gazette" relterates and emphasizes the opinion that the Emperor William's visit to St. Peters-burg has had no practical result. Rome, Aug. 16.—General Viale, Minister of War, denies that the occupation of Keren was effected on behalf of the Government.

General Baldissera in a telegram from Massow expresses his positive belief that all the Italian office were killed at Saganett, and praises the heroic of duct of the Italians.

SUGAR BOUNTIES CONFERENCE. ion, Aug. 16.-The Sugar Bounties Conference reassembled to-day. The French and Belgium delegates presented various objections to the proposed on, and a discussion which lasted three until August 27 in order to permit a final reference to the Governments interested.

A HIVENILE MOUNTAIN CLIMBER London, Aug. 16.-Florence Morse, age twelve, ascended Mount Blanc on Tuesday last. She is the youngest fourist that ever made the ascent.

MR. PARNELL'S FRIENDS RALLYING. London, Aug. 16 .- At a meeting of the Liverpool assist Mr. Parnell in meeting the expenses of his action against "The Times." It is invended to make the movement a National one. Many prominent Glad-stonians attended the meeting.

BUSH FIRES RAGING IN CANADA.

Chicago, Aug. 16 .- A dispatch from Kingston, Out., says: "Bush fires have been raging flercely in the townships of Clarendon, Lavall, Canonti and Oso, and have already done damage to the extent of nearly \$500,-The whole section has been devastated and many settlers have lost everything they possessed. Communication is cut off, as the bridge and corduroy roads have been burned or rendered impassable by fallen trees. The Ontario Government will be ap-pealed to for aid."

DESTRUCTIVE FIRE IN CAYENNE. London, Aug. 16 .- Advices from Carenne, French Guiana, state that the business portion of that city has been destroyed by fire. The loss is \$2,000,000.

A HOROKEN REGIMENT RETURNING FROM CAMP. Camp Green, Sea Girt, N. J., Aug. 16 (Special).-The for the last week, broke camp this afternoon and returned home. Colonel Stevens, the millionaire commander of the regiment, paid the cost of the encampment out of his own pocket. The State sends a brigade to camp every year, and pays the men, but if a regiment desires to go for two consecutive years it must pay its own expenses the second year; the State fur nishes only the tents. The members of the 2d Regi-ment did admirable work while in camp. Governor Green has been here all the week, with General Spencer, Colonel Owens and Walker and Major Lotrelle, members of his staff. Over 2,000 tents are pitched for commodation of the Second Brigade, General W. J. Sewell commanding, which will enter camp on Saturday. The brigade encampment will be called Unup Green, in honor of New-Jersey's Gavernor. Col-onel Stevens christened his camp Camp Sheridan, out of respect to the memory of General Sheridan.

Wheeling, W. Va., Aug. 15.—The seventh annual encampment of the Sons of Veterans was called to order this evening in the Grand Opera House, General G. B. Abbott, the commander-in-chief, presiding. All the members of the staff were present and all the States were fully represented, 225 delegates having presented credentials. This is one of the most important meetings of the order ever held. The report of Adjutant-General Post showed that there were 86,612 members now in good standing, an increase of over 12,000 in the last year. The encampment will be in session three days. The Ladies' Aid Society is also holding a National convention here and about fifty delegates are in attendance. A union campfire was held this evening.

ANTI-PROHIBITIONIETS IN WISCONSIN. with about 200 whishey dealers present Ex-Congress man Deauster, of Milwaukee, was present. In responding to an address of welcome, he declared that the fact licenses now as before prohibitory laws were enacted in them was positive proof that prohibition does not prohibit. He urged the elevation of the moral standard of the liquor business by allowing good men to engage

Ithaca, Aug. 16 (Special).—The people of this new effy are at last satisfied in the matter of Post Office arrangements, after long waiting for the free mail the town to preserve order. A number of acrests were delivery system. The new plan is to go into operation on September 1.

General Boulanger's arrival at Abbeville to-day was | LAST OF THE FIRST MOWING MACHINE MAKERS. likewise exciting. He went to the cemeters of the Shelby, Ohio, Aug. 16.—Andrew Garrett, the last place for the purpose of putting a wreath upon the of the original manufacturers of reapers and mowers, Shelby, Ohlo, Aug. 10.—Andrew Garrett, the last friends claim that a fraud was committed in hyrd's the original manufacturers of reapers and mowers, county, and that the wore of two precincts which were tomb of Admiral Courbet. He was accompanied by a died at his home in Shelby to-day, age seventy-six large party, but the police at the entrance to the ceme-

JACKSONVILLE RELIEVED.

NO NEW CASES IN THIRTY-SIX HOURS.

BUILDING A HOSPITAL FOR RAILROAD EM-PLOYES-TWO OF THE PATIENTS IN DANGER OF DEATH - THE REST DOING WELL

INT TELEGRAPH TO THE TRIBUNE." Jacksonville, Fla., Aug. 16.-The yellow fever is rapidly disappearing, if the present state of affairs is No new cases nor deaths in the past thirty-six hours were reported at noon to-day, and right glad are the people. The physicians especially are pleased by the signs of relief from the fever, and redoubling their efforts to hold the enemy in

The old Grand Union Hotel is still standing, in spite of several attempts to burn it. The Savannah Florida and Western Railway Company are having built, about six miles out of the city, a station and hospital where its employes can go and sleep out of the supposed infected atmosphere of the city. The houses are all comfortable and well ventilated, and a restaurant is in operation where meals are furnished at a low rate, much cheaper than they can be obtained in the city. A large hospital has been provided for any who may be sick, and a competent physician and nurses are employed. This wise and humane plan of the company will reduce the probability of infection among its employes to a minimum, as they leave the city before sunset, and do not return until after the sun is an hour high.

fever have occurred within the last forty-eight hours, with the exception of Miss Annie Robinson and Frank Donovan. All the other patients are doing well. These two persons were taken from the Grand Union Hotel, and are in a dangerous condition. tary Association met at noon and listened to reports. man of the finance committee. It was decided to designate all the houses where people are sick of the fever by a yellow flag, and not to allow nurses in the Street-cars are to be thoroughly fumigated. While the committee did not recommend that Jacksonville quarantine South Florida, yet the feeling was here it will be done soon.

Last night a carload of lime was applied for by the people of St. Augustine, but as it was said that the authorities there refused to allow the cannon to be brought here the lime was denied. The guns came to-day, and the lime was sent to-night. The weather to-night was cool and pleasant. The reports from Tampa were contradictory, but it is cer-tain that several persons died there vesterday.

NO YELLOW FEVER IN GOLDSBORO. Goldsboro, N. C., Aug. 16.—The Board of Health has issued the following: "We, the members of the Board of Health, in the city of Goldsbero, assembled in meeting this day, declare that there has not been and is not now a single case of yellow fever in this The only case that could have given rise to the report that there was yellow fever here is the case of a young man who came from Florida and went direct to his father's house, one mile from this city, and was taken sick. The place being quarantined and isolated, we apprehend no danger, and so declare to all people."

THE UNEXPENDED EPIDEMIC FUND. Washington, Aug. 16 .- By direction of the Senate mmittee on Epidemic Diseases, Chairman Harris asked the Secretary of the Treasury what amount he epidemic diseases. The Secretary replied that he has mangled to the bottom of the sea. \$150,000 remaining from last year, and thinks that will be sufficient. Senator Harris, however, thinks the committee will recommend the appropriation of

The Florida delegation in Congress called at the White House this afternoon and requested the President to authorize the immediate use of the unex-pended balance of the epidemic fund, amounting to \$150,000, in suppressing the yellow fever in Florida. The President said he would consider the matter.

tain Platt, who said that his steamer left Fernandina agitated the waters as they on Sunday with some passengers for Charleston and over the Geiser. The boats and Fernandina as in a perfect state of quarantine, and a few of the passengers were left in the was said that there was not a case of yellow fever there.

The town is completely isolated and he heard no news and the crash accompanying the collision brou anywhere else. He facetiously remarked that there was a big "shot gun" at Fernandina and, therefore, no boats from the infested perts could land there with bacteria. His boat had a clean bill.

NO FEVER PATIENT AT LARGE Washington, Aug. 16-The only foundation for the report circulated in New-York to the effect that the warden of the National Hospital at Washington had informed the Jersey City Health Board to look out for an escaped yellow fever patient," is that Dr. Hamilton asked the Jersey City authorities to look out for a sleeping-car which had contained a South-ern fever patient. There is no National Hospital here.

MES. PARNELL ON "THE LONDON TIMES." Mystic, Conn., Aug. 16.-Mrs. Delia Stewart Parnell. addressing the National Convention of the Universal Peace Union, now in session here, avowed full sympathy with the peace movement, and said that the Home Rule party had always acted on peace principles. Replying to questions she stated that she had known the secrets of the Home Rule party from the start, and "The London Times's" charges that Mr. Parnell and his colleagues have connived at assassination or violence are, to her personal knowledge, outrageously false.

THE HATFIELDS AND M'COYS AT PEACE. Louisville, Ky., Aug. 16.-A dispatch to "The Even ng Times" from Huntington, W. Va., gives W. P. Floyd, of Logan County, of that State, as authority for a denial of a reported collision last week between the Hatdeld-McCoy factions in Pike County, that State. He says that there has been no clash between the parties, and the Hatfields declare a determination to obey the law and stay at home.

MONUMENTS IN THE MAUMEE VALLEY. Fort Wayne, Ind., Aug. 16 .- The annual meeting of the Maumee Valley Monument and Historical Society was held here yesterday. Ex-President R. B. Hayes presided. The object of the association is the building of monuments to mark the historic events of the Northwest Territory, from the time of the Revolution to 1812. Ten thousand people attended the meeting.

A REPORTER EXPELLED FROM CHURCH. Rochester, Penn., Aug. 16.-George B. Reid, a re-porter of "The Pittsburg Times," was last night excommunicated from the Rochester Eaptist Church Reid was connected with a local paper during the church trial of Mrs. L. A. Hibbard, the complainant in a \$100,000 breach of promise suit against Henry Fry, sr., and wrote up the affair in a sensational His sins, as named by the church council, are many, but the unchristianlike manner in which he

Pittsburg, Aug. 16 (Special).-The Butchers' Protective Association of this county held a picnic at Ross Grove yesterday, at which 7,000 people were in attendance, and 300 kegs of beer were sold in open vio-lation of the Brooks law. To-day Special Agent Me-Call announced that the officers of the Butchers' Association will be prosecuted. If the authorities wished he said, every member of the Association could be fined \$500, and also undergo a term of imprisonment. While hundreds of unlicensed liquor stores in this county continue to do a thriving trade, unhindered, the crusade of the Law and Order Society against the Sunday sale of harmless beverages continues.

C. H. MALLORY'S NEW STEAM YACHT LAUNCHED Philadelphia, Aug. 16 (Special).-The fron steam yacht Clifton, built at Roach's shippard for C. H. Mallory, of New-York; was launched this morning. She is 100 feet long, 21 feet 6 inches beam over guards, and 6 feet 6 inches hold. She will have com-pound engines, and be fitted up for speed and con-

ELECTION FRAUDS AMONG THE CHICKARAWS Gaineaville, Tex., Aug. 16 (Special).-News was received here to-day from Tishemingo, the capital of the Chickasaw Nation, that J. L. Byrd, the full-blood candicate, has been declared elected Governor over Guy. the present incumbent, by three votes. Guy and hinearly solid for Guy were thrown out by the judges, who were Byrd's friends.

A STEAMER RUN DOWN AT SEA MORE THAN A HUNDRED LIVES LOST IN A FEW MINUTES.

THE THINGVALLA AND THE GEISER, BOTH BB-LONGING TO THE SAME LINE, CRASH TO-GETHER OFF THE COAST OF NOVA SCOTIA IN THE EARLY MORNING-THE GEISER GOES DOWN BEFORE ANY ADE-QUATE EFFORTS CAN BE MADE ON BOARD-THE THINGVAL-LA'S PASSENGERS AND

THE RESCUED FROM

THE GEISER

BROUGHT

HERE. The steamship Wieland, of the Hamburg Line, which arrived here last evening, brought the news of a collision off the coast of Nova Scotia between the steamers Thingvalla and Geiser, of the Thingvalla Line, in which the Geiser went down in a few minutes and the Thingvalla was seriously Johnsen and infant, Carl Juneberg and wife, J. Bocklund, damaged. One hundred and twenty-nine lives G. E. Stromberg, Bertha Kostrop and child. Christian were lost, as far as could be learned yesterday.

The decks of the Wieland were crowded with more than a thousand passengers, the greater portion of whom were from the steamers which were in collision. The Geiser left New-York last Saturday morning, bound for Copenhagen. She carried ninety-three passengers and a crew of sixtyseven men. On Tuesday morning off Sable Island, the Nova Scotia coast, just before daylight, she was struck by the Thingvalla, and sank within seven minutes, carrying down with her all on board, except thirty-one persons. The boats of the Thingvalla rescued these people, who were Captain Molle, of the Geiser, fourteen passengers and sixteen of the crew. The Thingvalla was so badly injured that she transferred all passengers to the Hamburg steamer Wieland, which was sighted a few hours later, and then sailed for Halifax for repairs.

A dispatch received from Halifax late last night said that there was no sign of the Thingvalla there up to midnight.

The story of this collision is one of the most remarkable in ocean records. Both vessels were under full headway. The night had been dark and stormy, and it was raining occasionally, but there does not appear to have been any fog or an exceptionally heavy sea. Both steamers were in charge of their first officers, who were old and experienced seamen. On whom the blame rests, neither the officers nor the passengers on either vessel were able to state yesterday. Few passengers were on the decks of the steamers at that hour of the morning.

When the steamers came in view of each other in the gray of the dawn they were only a few ships' lengths apart, and the crash came in a few minutes. The iron prow of the Thingvalla struck the Geiser amidships on the starboard side, tearing its way half through the side of the unfortunate steamer. Passengers and crew of the ill-fated vessel who were roused by the shock and who escaped injury had not time to realize what had happened. Many who were sleeping on the side of the vessel which was struck were crushed in has on hand to be applied to the suppression of their berths as they slept and carried dead and

EFFORTS TO SAVE LIFE. Those who succeeded in reaching the deck of the Geiser were hardly less fortunate. In the blinding rain that was now beating on the deck of the vessel some of the officers were shouting vainly and running wildly about. There was no time for explanation, and Captain Moller, who had come on deck just before the collision, endeavored hastily to obtain an idea of the extent of the accident, to arouse the passengers and crew, The steamer Yennasses, of the Charleston and and to lower the boats. In the midst of these Florida Steamship Company, arrived here last night hurried preparations, the steamer began to settle, from Fernandina, Florida. She got to her pier, No. 29 and with a lurch she went down stern foremost. East River, at 8 p. m. There a reporter found Cap- The next instant a dull, heavy explosion on sunday with some passengers for Charleston and about forty for this city. Captain Platt described over the Geiser. The boats and the life rafts were all carried down with the Geiser and on board. Her passengers came pouring frightened and half dressed to her decks as her engines were reversed and with some difficulty she drew back from the Geiser, while the water poured through the gap that she had made in the Geiser's side.

For a short time it seemed doubtful whether the Thingvalla had not been so badly injured that she would sink also. Captain Laub, of the Thingvalla, had an immediate examination made and the boats were made ready to lower while the passengers were kept in control. It was soon found that the forward bulkhead of the Thingvalla though badly crushed and leaking, was not destroyed and the others were all intact. While the forward bulkhead was being repaired boats had already been lowered for the assistance of the few people who had escaped from the Geiser and whose voices growing more faint each moment could be heard appealing for help out in the waters and the storm.

One of the officers of the Geiser was already on the dock of the Thingwalla, having escaped from the general wreek in a manner so remarkable.

from the general wreck in a manner so remarkable that he stood confused and unable to explain at first how he came there. This was the second officer. Peter Jorgensen, who having retired from the watch a few hours previous and was sleeping in his berth when the collision aroused him. With the sound of the crashing timbers he heard the groans of one of the ship's engineers who the groans of one of the ship's engineers who slept in the room adjoining him. The light in his own room was extinguished, but the dim light that came in from a break in the side of his vessel enabled him to catch a glimpse of the bow of the Thingvalla, which protruded into the room, and the anchor chains that were suspended from its side. He sprang forward and succeeded in grasping a chain as the Thingvalla backed away from the wreck and he climbed to safety.

daying to the language pured until after daylight over the place where the Geiser went down, picking up all whom they could see. Among these were Captain Moller, who was nearly exhausted, and Mrs. Hilda Lind, a cabin passenger, who was the only woman who escaped from the wreck.

While the search was being made for the surwhile the scarch was being made to the survivors of the Geiser, Captain Laub was busy attending to the injuries that his own steamer had sustained. It was found that they were more serious than had been thought at first. The bow of the vessel had been caved in by the severe blow that she had dealt the Geiser, and although blow that she had dealt the Geiser, and although the ship's carpenters had succeeded in bracing up the walls of the bulkhead, the pressure against them was so greet when the ship was moving as to make it exceedingly doubtful whether she could continue her voyage to New-York, and in event of a severe storm her condition would be too critical to take any risk. Captain Laub decided to put in at once to Halifax, which was about 180 miles distant, when the Wieland, of the Hamburg Line, was sighted, and signals of distress were given. The Wieland bore down upon them and Captain Albers, her commander, offered to take aboard all the pasoffered to take aboard all the pas-sengers of the Geiser and the Thingvalla. They were transferred with some difficulty, the sea being rough, and the Thingvalla then steamed on to Halifax, while the Wieland pro-ceeded to New-York.

THE PEOPLE WHO WERE SAVED. None of the passengers of the Thingvalla were injured in the collision, but several of those of the Geiser who were rescued had sustained severe injuries in the wreck. The Geiser's passengers

who were rescued were the following: Crew-Captein Wilhelm Moller, of Moss, Denmark; Sec Crew-Captein Winder Motors, and State Peter Suitus Furgensen, Denmark; Third Officer Forgen Petersen, Pasborg, Denmark; Dr. Peter Direks, Tonning, Lieswig Officers' boy Louis De la Ceur, Rauders, Denmark; Assistant Engineer Hans Bertelson, Holtsbro, Denmark; Assistant Engineer Niels Peter Gabrielsen, Denmark; boatswain's mate, Franz Oscar Copenhagen; seaman, Anders Gregorson, Denmark; mtd-shipman, Waidemar Muhidorf, Denmark; head fileman, shipman, Waidemar Municori, Denmark; cear hieman, Axel Andersen, Copenhagen; firemen, Frederick P. Fred-ericksen, Copenhagen; Hans Christian Johansen, Den-mark; Niels Peter J. Nielsen, Denmark; Johan A. Ekstrom, Stockholm; Carl Johansen, Copenhagen.

who must have perished.

Passengers—Mrs. Hilds Lind, Lind, New-York; Johan Larson, New-York; Alfred Anderson, New-York; Chris-toffer Eliasson, Chicago, Ill.; Peter Johansen, St. Paul, Minn.; Johan J. Johansen, Iron Mountain, Mich.; Paul Paulsen, Ironwood, Mich.; Aders Wilse, Minneapolis John Tenwald, Hudson, Wis.; Frederick L. Hansen, Perth Amboy, N. J.; Fens Anderson, Philadelphia; Anders Gustav Peterson, St. Paul, Minn.; Lauritz Romer-dehl, Lansing, Mich.; Johan Alquist, Iron Mountain,

to the laws of that country, are obliged to make one voy age in a merchant vessel before entering upon active ser-vice as commissioned officers in the Danish naval service.

THE PASSENGERS WHO WERE LOST. Following is a list of the passengers of the Geiser who were lost.

Socond cabin-Mrs. Elien Seehus, J. C. Melborg, L. Nillson, Hilda Solborg, Captain George Hammer, Bertha Ebenfeldt, L. Clausen.
Third cabin-A. J. G. Lind, Ida Melmgren and child,

E. Petersen, wife and child, Nicolina Nimp, Albert Olsen, Astric Lund, Miss R. N. Petersen, Kirsten Swensen and wife, Mads Hansen, Anna Thomson, Louisa Andersen, Jens Hansen, Peter Hansen, Anna Wecker and child, Caroline Christensen and two children, Ole Christoffersen, Elizabeth Borg and child, C. Braath, O. H. Lie, Mrs. Johnsen and infant, Majnus Andersen, Antone Soderholm, Mrs. John Knutsen, Christiana Knutson, Anders Andersen, Carl Johansen, Soren Gabrielsen, Peter Hansen Morstad, Kettel Guilltaen, C. Carlson, J. E. Jehn, J. Fredericksen and two children, Frederick C. Sorensen, J. Gustafson and child, . Johnson, H. Randtpy, Hilda Bergatrom, Karen Hanson William Jungstrom, Jina Kielddes, Marie Josefson and whilam Jungstom, Jina Nighames, Arie Johan Anderson Andrew Ingelbrigtsen, wife and child, A. J. Jansen, O. W.

Following is a complete list of the Thingvalla's abin passengers:

Jennie Krok, Miss Emma S. Nilson, Miss Ida Hoffman, Miss Nancy Loser, Mrs. Maria Kofoed, Misses Anna and Elizabeth Kofoed, Martin Nilson, Mrs. Kjerstine Nilson, Miss Anna Kjerstine Nilson, Konrad H. Worm, Georgin Bramm, Mrs. Emma Lillienskjold, Edward Lillienskjold, Mrs. Anna Thomnevard and two children, Miss Lilly Lundstrom, Miss Jeany Knudzon, John R. Dunlap, wife and infant, Miss Helene Schlitter, Unno Olsen, Mrs. Borchenius, Charles Kamph, Mrs. Jvar Kamph.

Second cabin-Miss Clara Goberg, Miss Augusta C. Swenson, Miss Gunhild Person, Miss Marie Rasmussen, Miss Marie Sorensen, Miss Amalia A. Hansen, Ingeborg Hansen, Miss Heinrik Fensen, Miss Agnes H. L. Horge, Miss Wilhelmine E. Horge, Lars P. Larsen, Miss Signe Mogensen, Mr. Valdemar Nielsen, Mr. Louis Fensen, Miss Anna A. Treide, Miss Eleonora Petersen, Mr. Dagma-Miss Anna A. Treide, Miss Eaconora Peterson, Ar. Post.
Levin, Miss Hjalmar Levin, Master Valborg Levin,
Mrs. Else Costberg, Miss Tycka Costberg, Master
Lauritz Costberg, Miss Martha Hetland, Miss
Johanna Ohlsen, Miss Margot Torkelsen, Mr. Bror Odmain,
Miss Margot Torkelsen, Mr. Bror Od Miss Eline Nilsson, Master Edgar Hagemann, Miss Signe Hagemann, Miss Amalle Hansen, Mr. Lauritz Heiseth, Mr. Karl Borge.

STORY OF THE GEISER'S CAPTAIN. Captain Carl William Moller, the commander of the ill-fated Geiser, was seen at the offices of Funch, Edye & Co., agents of the Thingvalla Line. He is a finely built man, with broad shoulders and bronzed face. He was much de-pressed over the loss of his vessel, but with a

shoulders and bronzed lace. He was hatch pressed over the loss of his vessel, but with a good-natured smile consented to tell the story of the occurrence as follows:

"We left this port on Saturday morning last bound for Copenhagen, Christiana and Stettin, and passed Sandy Hook about noon. We proceeded on our voyage and had fine weather throughout. On Monday, at noon, we were in latitude 42.17 north; longitude 63.54 west. I remained on deck until 11 p. m., when I left the bridge, Second Officer Jorgensen being in charge. I gave him orders to call me if became hazy or forgy, or if anything should happen. I also ordered him to call at 12 o'clock, when he was relieved, and tell me how far the ship had run. I requested him to tell Chief Officer Brown, by whom he was relieved, to call me at 3 a. m. I was accordingly called at 12 o'clock by the second officer, and at that time the weather was clear with light rain showers. I was lying on the softa in the chart-room. At 3 a. m. Chief Officer Brown talled me and reported the weather was clear with light rain showers. I was lying on the softa in the chart-room. At 3 a. m. Chief Officer Brown talled me and reported the weather was clear with light rain showers. I was lying on the softa in the chart-room. At 3 a. m. Chief Officer Brown talled me and reported the weather was clear with light rain showers. I was lying on the softa in the chart-room. At 3 a. m. Chief Officer Brown talled me and reported the weather was clear with light rain showers. I was lying on the softa in the chart-room. At 3 a. m. Chief Officer Brown talled me and reported the weather was clear with light rain showers. I was lying on the softa in the chart-room. At 3 a. m. Chief Officer Brown talled me and reported the weather was clear with light rain showers and talt time the weather was clear with light rain showers. I was lying on the softa in the chart-room. At 3 a. m. Chief Officer Brown talled me and reported the weather was clear with light rain showers. I was lightly to him he drew his pocket.

JUST BEFORE THE COLLISION. "I instantly jumped off the sofa, and taking my trousers in my hand, I ran up on the bridge. saw the lights of a big steamer on our starboard bow. She was so near that I could see her hull. We blew two blasts of the steam whistle as a warning that we were on the starboard tack. She instantly crashed into our starboard side amidships, opposite the main rigging. On sighting her, the chief officer had promptly ordered the engines reversed, and by the time I reached the bridge our vessel was going full speed astern. She struck us with such force as to cut through half the breadth of our ship. I saw at once that the Geiser would go down, and I shouted to the men on deck to call all hands and get out the boat.

As near as I can tell the Thingvalla struck us "As near as I can tell the Thingvalla struck us about 3:40 a. m., as the men had not been called for the first dog-watch, from 4 to 6 a. m. We instantly sent up rockets and burned lights. The first life-boat on the starboard side of the bridge was launched, but the man in charge of the after lowering tackle lost his hold of the line and her stern fell in the water and she filled. The second boat was lowered, but the people, when called on, were afraid to leap into her, as she was some feet away from the ship's side. I shouted to the men who were amidships to get the women and children into the boats first, and my crew behaved admirably, keeping cool and collected while the wildest excitement prevailed among the terrified passengers who had been aroused from their bun

PANIC-STRICKEN PASSENGERS. PANIC-STRICKEN PASSENGERS.

"The passengers came rushing up the companion ladders pell-mell, and I shouted to them to bring up life-belts, which were stowed in racks down the centre of the steerage, and could be picked up by any one with ease even in the greatest hurry. They, however, were too much excited. There were over 700 of these belts in the ship, all with-

in reach of the passengers.

"When I saw that they did not avail themselves of the belts I threw down on deck to them the six life-belts kept on the bridge for the safety of the officers. The locker where the rockets and of the officers. The focker where the rockets and night signals were kept was by this time full of water, so no lights could be burned. The passengers shouted for help and were getting panicstricken. The steamer was beginning to settle very fast and the people who got into boat No. 8, which was aft, had to wade to her up to their waists in water. I saw that she was going down very fast and I climbed on the bridge rail and stood there. We were steering east one-half south, magnetic course, at the time of the collision. That was our proper course."

That was our proper course."

The ship gave a plunge and I felt her go from under me into the whirlpool created by her displacement of the water. I felt myself drawn down by the suction and I was whirled round in the eddy but did not lose consciousness. I was fully a minute under the water and when I came to a minute under the water and when I came to the surface, there were numbers of people and a large quantity of wreekage floating on the water. I swam toward the Thingvalla and got hold of a floating oar. I swam about for thirty-five minutes when I was picked up by one of the Thingvalla's boats. When all our people who were saved got on board, I mustered my men and with the passengers we helped the Thingvalla's crew to support her forward bulkhead which was in danger of being stove in by the pressure of the water.

ents much the same appearance as the Celtic, of the White Star Line, did after her memorable collision with the Britannic. The Thingvalla, after it was found that ne more people could be saved, proceeded slowly on her voyage and when we were taken off by the Wieland, at 11 a. m.

THE THINGVALLA'S INJURIES

on Monday morning, she was steering to make either Boston or Halifax and was making only about two and a half knots an hour. I cannot express my gratitude to Captain Albers, of the Wieland, his officers and crew, for the great kindness shown to myself and the other survivors rescued from my vessel. We were treated on board the Wieland with every kindness and attention."

Captain A. Albers, of the Wieland, said that he first became aware of the wreck about 10 a. m. on Tuesday morning. The weather was stormy and attention was first called to a quantity of wreckage and subsequently to a large space in the vater which was covered with oil. to be the spot where, as he afterward learned, the reivard the rangyana was signed. She made signals of distress," said Captain Albers to a Tribune reporter last night, "and we went at once to her assistance, and I learned from Captain Laub what had taken place. I cannot say who is to blame on the steamers. Probably no one can

Continued on Fifth Page.

PRICE THREE CENTS.

JEALOUSY AND MURDER

FIVE YEARS OF UNHAPPY MARRIED LIFE ENDED IN DEATH.

THE CLERK IN A LONG BRANCH STORE SHOOTS AT HIS MOTHER-IN-LAW AND KILLS BOTH HIS WIFE AND HIMSELF. THE TRUNGRAPH TO THE TRIBUNE.

Long Branch, Aug. 16.—The Highlands of Navestall were the scene of a murder and suicide this after Adolph Harmon, of Long Branch, tried to shoot his mother-in-law and then killed his wife and himself.
The shooting took place in the dense woods near The shooting took place in the dense woods near the southernmost of the twin lighthouses. Although she had been a wife five years, Mrs. Harmon looked like a young girl, even in death. Her light blend hair ways. hair waved over her forehead and her blue eyes could be plainly seen through the only half-closed lide. Constable Little sat under a large tree between the two bodies. From his pocket he took the chesp revolver which Harmon used. It was stamped "Swamp Angel" and carried a ball of 44 calibre. Four of the six chambers of the weapon had been discharged

In a cottage near the lighthouses, a Tribune redead woman and the only person living who witnessed Harmon's crime. The left side of her face was filled her before he shot his wife. Mrs. Hayes was hardly able to tell the story of the killing of her daughter and the self-murder of the young husband. She sal by the window, gazing out over the ocean, and horrible crime. Her statement showed that her sonwife. The young couple had been married for about five years. Harmon was born in Frankfort-on-the-Main, where his family still lives. He was employed as a delivery clerk by the firm of Morford, Brown & Company, who have stores in Long Branch and in Ocean-ave., below the West End Hotel.

Harmon was of a sullen and jealous nature. Mrs. Harmon was only sixteen years of age when she was lively company. Harmon frequently threatened to kill her. Nearly three years ago he left his wife. They patched up their differences about ten months ago and again began living together. But Harmon still had spells of ill-temper, in which he uttered threats of killing his wife. A few weeks ago he purthreats of killing his wife. chased the revolver which he used this after He showed it to his wife one day, and said in a half "I shall kill you with this, Nellie, one of these

Mrs. Hayes's story of the shooting was as follows: "I am the wife of Charles Hayes, a carpet she lives in Long Branch. I had two children, Elvine Harmon's wife, whom we always called Nellie, and a son fourteen years old. Harmon planned a pient here to-day. He wanted me to accompany him and his wife. I at first refused, but he was so urgent in steam yacht, the Jersey Lily. When we landed here we walked up the hill. When we were about half

pitched forward upon her face. I heard two other reports and saw Harmon stagger down the hill on the her over. Blood was running from her left breast She gasped faintly and died in less than two minutes Harmon lived about two hours. Nellie was twenty one years. Harmon was two years older. The mure On sight rible temper. He had no reason to be lealous

as she never received the attentions of other men. "When Harmon nulled out his revolver on the was When I made him put it back in his pocket, he said a 'Well, I will kill you when we get home to-night.' After Harmon shot himself he lay unattended under the trees until he died, as no physician could be found. Both he and his wife were nicely dressed. His reputation here was that of a surly, ill-natured brute. A member of the firm of Morford, Brown & Co. said this evening that Harmon asked for leave of absence this morning on the plea that he wanted to go to New-York for the purpose of collecting some money due him. When his request was refused he became angry and went home. Several years and he fell in love with Miss Martha Kruse, in Long Branch. She refused to receive his attentions and he shot hes in the side. He served ax months for his crime in the New-Jersey State Prison. When I made him put it back in his pocket, he said !

A " REGULATOR" SHOT BY A WOMAN.

AN INCIDENT THAT THREATENED TO PRECIPE TATE A RACE CONFLICT.

New-Orleans, Aug. 16 (Special).-Abbeville, Ven million Parish, has been in a state of excitement resulting from an attempt of the "Regulators" of that vicinity to regulate domestic affairs of one of the colored residents of the village. From rumors which reached this city yesterday a serious conflict between the whites and blacks seemed imminent. T. D. Foster, of New-Iberia, was seen last night by a reporter and asked regarding the matter. New-Iberia is the nearest railroad station to, and has regular stage connections with. Abbeville. "The trouble or.ginated," said Mr. Foster, " two or three days ago. A negro man and a white woman are living together which, of course, is very distasteful to their neighbors. A few nights ago it was decided to administer a switching to the negro. A party of 'Regulators' called at the house and asked for him. The woman seized a shotgun and fired into the crowd, badly wounding one young man. The 'Regulators' then laft. The young man is almost sure to die. Since then there has been reports that the negroes are arming throughout Iberia and Vermillion, and it is said they are drilling near the parish line. The citizens of New-Iberia are holding themselves in readiness to go to the assistance of the Abbeville people as a moment's notice."

News received in this city to-day was to the effect that the excitement was subsiding. The militia had been dismissed and the wounded man was recovering.

SEVEN PERSONS HURT IN A TRAIN ACCIDENT Chicago, Aug. 16.-A collision occurred on the Illinois Central Railroad at South Lawn, fifty miles south of this city, about 7:45 o'clock this morning. An Illinois Central passenger train bound for Chicago ran into a Grand Trunk freight train. The engine. ran into a Grand Prubs freight train. The engine-tender, baggage-car and one coach of the express train were thrown from the track. It was found that seven people were injured more or less, though none are fatally hurt. The victims are Anderson Cobb, porter of the sleeper; Thomas Splane, baggageman, and Mrs. Splane; John Crons, fireman; W. B Land, a passenger; J. H. Sullivan and John Frasier, porters. The only man whose injuries the doctors fear will prove fatal is John Crons, the fireman. He jumped from the engine and fell on his head, fracturing his skull. The chair car of the Illinois Central train was used as a hospital until the tracks were cleared, when the wounded were brought to the city and placed in a hospital.

Martin's Ferry, Aug. 16 (Special).-The Rev. Father Joseph N. Tuchy, rector of St. John's Church, was deposed to-day by Bishop Watterson, of Columbus, and the Rev. S. S. Mattingley put in his place. Father Tuchy refuses to give up the parish and has appealed to Archbishop Elder, of Cincinnati. Father Mattingley occupies the rectory and Father Tuchy has rooms with a parishoner next door. If Archbishop Elder refuses to sustain Father Tuchy, he will appeal to Rome. Some time ago Bishop Watterson requested Father Tuoby to send him \$1 for each family, in the parish for the diocesan debt, 5 per cent of the gross receipts and 25 per cent for the Knapp estate. The priest replied to the effect that the tax could not be paid.

Poughkeepsie, N. Y., Aug. 16.—The steamboas Saratoga sunk the schooner Holbrook last night near Catshi'l point. It is stated that there were no lights shown on the schooner. No damage was done to the Saratoga, and no lives were lost.